

f PRICE \$91 and above

NEW ADVERTISEMENTS

THE CATASTROPHE.

THE CATASTROPHE

ORDERS should be sent
EARLY THIS MORNING
"DAILY PRESS" MAIL ISSUE
containing a full and revised account of
THIS RAIN STORM.

Daily Press Office.
1st June, 1889. [112]

**CHINA MERCHANTS' STEAM NAVI-
GATION COMPANY'S DEBENTURE
LOAN OF 1886.**

INTEREST DUE ON BONDS of this
loan will be **PAID** at the Office of
the HONGKONG & SHANGHAI BANKING COR-
PORATION on and after the 1st day of June
1889.

For the HONGKONG & SHANGHAI BANKING
CORPORATION,
Agents issuing the Loan.
G. E. NOBLE,
Chief manager.

Hongkong, 30th May, 1889. [113]

NOTICE.

MR. W. H. GASKELL having entered
into PARTNERSHIP with Mr. **W. H. DEN-
NIS** in the business of the **W. H. DENNIS &
CO.** Business will from this date be conducted under
the Style of **MCNEILL & GASKELL.**

LOUIS MCNEILL.

Hongkong, 1st June, 1889. [114]

NOTICE.

WE HAVE This Day admitted Mr. **LOUIS
G. GUBBAY** A PARTNER in our
Firm.

TOEGB & GUBBAY.

18, Queen's Road.
Hongkong, 1st June, 1889. [115]

**THE LABUK PLANTING COMPANY
LIMITED.**

THE STATUTORY GENERAL MEETING
of the above Company will be held
at the HONGKONG HOTEL, on MONDAY, the
10th inst., at FOUR P.M.

General Managers.

Hongkong, 1st June, 1889. 113

IN THE SUPREME COURT OF
HONGKONG.
IN BANKRUPTCY.

NOTICE.—CHAN YAN PO, of Victoria, in the Colony of Hongkong, having been adjudicated Bankrupt under a Petition filed in the Supreme Court of Hongkong in Bankruptcy on the 23rd day of April, 1889, is hereby required to surrender himself to BRUCE SHEPHERD, Esquire, the Acting Registrar of the said Court, at the FIRST MEETING OF CREDITORS to be held by the said Acting

The said Bruce Shepherd is the Official Assignee in the said Bankruptcy.

A Public Sitting will hereafter be appointed by the said Court for the said Bankrupt to pass his Final Examination, and to make application for his discharge, of which sitting notice will be given in the *Hongkong Government Gazette*.

At the First Meeting of Creditors the Acting Registrar will receive the Proofs of the Debts of the said Bankrupt, and the Creditors will

that have proved that Denis' respectability, and
 the majority in value of the said Creditors, and
 hereby directed to choose an Assignee or
 Assignees of the Bankrupt's Estate and Effect
 to be called the Creditors Assignee or Assignees.
 Dated 31st day of May, 1889.
 ARTHUR B. RODYK,
 Solicitor in the Matter,
 Victoria Buildings,
 Hongkong.
 [1889]
 FROM HAMBURG, PENANG, AND
 SINGAPORE.
 THE Steamship
 "POLYHYMNIA".
 Capt. Schaefer, having arrived from the above
 Ports, Consigns, on German and French vessels

nature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Kowloon Piers and Godown Co. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered, *Godown Risk*, will be subject to the same.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be emmanned on the 6th instant. at 4 P.M.
No Fire Insurance has been effected.
SIEMSEN & Co.,
Agents.

Hongkong, 31st May, 1889. (112)

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR TIENTSIN via SWATOW.
THE Company's Steamship

"KWONGSANG."
Captain Sellar, will be despatched as above
TOW-NAV (SATURDAY), the 1st of June
at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,

Hongkong, 31st May, 1889. [112]
DOUGLAS STRAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY, AND TAIWANFOO.
THE Company's Steamship.
"THALES."
 Captain Hunter, will be despatched for the above Ports TO-MORROW, the 2nd June, at Noon.
 For Freight or Passage, apply to
DOUGLAS LAPRACK & Co., General Managers
 Hongkong, 31st May, 1889. [113]
FOR NINGPO AND SHANGHAI.
THE Steamship
"NINGPO."
 Captain F. Schulz, will be despatched for the above Ports TO-MORROW, the 2nd June, at Noon.
 For Freight or Passage, apply to
SIEMSEN & Co., General Managers
 Hongkong, 31st May, 1889. [114]
EASTERN AND AUSTRALIAN STEAM

FOR SYDNEY, MELBOURNE, AND
ADELAIDE.
(Calling at PORT DARWIN & QUEENSLAND
PORTS, and taking through Cargo to NEW
ZEALAND, TASMANIA, &c.)
THE Steamship
"MENMUIR,"
(Captain Helms, will be despatched for the
above Ports on MONDAY, the 3rd June,
at Noon.
For Freight or Passage apply to

Hongkong, 31st May, 1889. Agents. 111
FOR SINGAPORE, BATAVIA, SAMARANG, AND SOURABAYA.
THE Steamship
"CAMORTA."
 Captain Fyfe, will be despatched for the above Ports on **TUESDAY**, the 4th of June, 1889, at 10 o'clock, and will provisionally advertise for Freight on passage, apply to
JARDINE, MATHEW & CO.,
 Agents.
 Hongkong, 31st May, 1889. 111

discharged itself directly into the reservoir, instead of being carried underneath it. The reservoir was filled in a very short time and the water poured over the dam in an immense volume, sweeping away the bank of earth piled against it and leaving the bare wall exposed, and blocking the access to Bowen Road by a mass of mud. The severity of the dam was of course soon in degree impaired by the carrying away of the earth bank, which was merely thrown up against it for ornamental purposes, to make a picturesque feature. The supply of water from the reservoir in the mains was out off as soon as the flood began to rise, and the direct supply from the filtering bed was turned on. The pipes on the filter bed were arranged so that the water could be fed either from the filtering bed or the reservoir. Flowing over the reservoir the torrent rushed down the hill on the other side with tremendous force carrying away a large slice of Garden Road and a number of trees. The wooden bridge which crosses the stream at Mr. Kennedy's Horse Repository was in considerable danger and the stone wall on either side was partially carried away. From this point the stream rushed on to Barnock bridge, the arch of which was not large enough to contain it, and at the height of the storm the water from time to time struck the parapet with great force and hurled itself high in the air.

Next to this landslide the most serious damage was caused by the bursting of the drain which carries away the surplus water from the Glenelg Barracks. A large volume of water poured down the uncovered part of the drain with great force and entered the tunnel which carries it under Glenelg, Wyndham Street, and Podders Street into the Harbour. The quantity of water entering the drain amounted to about 100,000 gallons a minute, and the sudden displacement of the air in the drain, proved too much for it, and the drain burst at the entrance to the Public Works Office. The water poured out of the drain in a great volume, and to relieve the surcharged drain and another large outbreak occurred rather more than half way down Glenelg, where a large hole was made nearly twenty feet in diameter, a tree of considerable size being torn up and driven upwards to the height of nearly a dozen feet. The water from this outlet then rushed down Wyndham Street, the street for some time presenting the appearance of a river, and flooded the street at the bottom. The whole of the Queen's Road from the bottom of the street along the front of the Club and down to the Harbour became a lake, the water being more than knee deep in places, and the water was about the same time as the accident just mentioned occurred, the sewer again burst in at least three places between the Clock Tower and the Public Works Office. The water poured out of the drain in a great volume, and to relieve the surcharged drain and another large outbreak occurred rather more than half way down Glenelg, where a large hole was made nearly twenty feet in diameter, a tree of considerable size being torn up and driven upwards to the height of nearly a dozen feet. The water from this outlet then rushed down Wyndham Street, the street for some time presenting the appearance of a river, and flooded the street at the bottom.

CONTINUATION OF THE STORMS.

FURTHER DAMAGE AND LOSS OF LIFE.
At the close of the foregoing description of the storm, we stated that on Wednesday at midnight the rain was falling heavily. Shortly after this time the rain increased in violence and between this time and five o'clock a.m. on Thursday it surpassed even the terrible storm of Wednesday morning. The torrents of rain were so possible heavier than ever, while the peals of thunder and flashes of lightning were especially appalling. Anyone who witnessed the terrible storm during the weary hours before dawn and there were very few in the Colony who slept through it—must naturally have expected that the results would be dire indeed. But the picture of destruction presented on Thursday in all parts of the town surpassed the worst that could have been imagined. One result was, of course, the renewal of the floods of the previous day in every part under aggravated conditions, the streets leading from the higher levels to the Queen's Road being converted into seething watercourses down which great boulders and masses of concrete were whirled in succession. Every street in which the water was driven, in some parts waist-high, with stones and mud being driven along with the water. The bursting of Glenelg drain was accounted for by the fact that it was high tide at the time and the outlet of the drain was below the level of the water in the harbour, and as the drain is not covered, the water poured out of the drain in a great volume, and to relieve the surcharged drain and another large outbreak occurred rather more than half way down Glenelg, where a large hole was made nearly twenty feet in diameter, a tree of considerable size being torn up and driven upwards to the height of nearly a dozen feet. The water from this outlet then rushed down Wyndham Street, the street for some time presenting the appearance of a river, and flooded the street at the bottom.

An usual in heavy storms, the water level in the harbour rose to such an extent that the water poured over the dam in an immense volume, sweeping away the bank of earth piled against it and leaving the bare wall exposed, and blocking the access to Bowen Road by a mass of mud. The severity of the dam was of course soon in degree impaired by the carrying away of the earth bank, which was merely thrown up against it for ornamental purposes, to make a picturesque feature. The supply of water from the reservoir in the mains was out off as soon as the flood began to rise, and the direct supply from the filtering bed was turned on. The pipes on the filter bed were arranged so that the water could be fed either from the filtering bed or the reservoir. Flowing over the reservoir the torrent rushed down the hill on the other side with tremendous force carrying away a large slice of Garden Road and a number of trees. The wooden bridge which crosses the stream at Mr. Kennedy's Horse Repository was in considerable danger and the stone wall on either side was partially carried away. From this point the stream rushed on to Barnock bridge, the arch of which was not large enough to contain it, and at the height of the storm the water from time to time struck the parapet with great force and hurled itself high in the air.

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Another hole into the harbour. Messrs. Hall and Bolls have suffered less than might have been expected. All hands were put on to work on Thursday morning, and the water was pumped out of the drains, and the drains were removed and placed on the upper floors. The drains were filled rapidly, and at one time contained water to a height of five feet. Messrs. Lane, Crawford and Company, who have some drains above the level of the road, were also flooded, and the drains and stairs were blocked with a quantity of valuable goods. The drains were filled with water, and the drains were removed and placed on the upper floors. The drains were filled rapidly, and at one time contained water to a height of five feet. Messrs. Lane, Crawford and Company, who have some drains above the level of the road, were also flooded, and the drains and stairs were blocked with a quantity of valuable goods.

On Friday the comparatively little damage has been done, but one of the new houses next to Macgregor Barracks was struck by lightning. Some bricks were knocked out and the water of the drain poured into the house. As already stated, although the western part of the town has contributed its tale of casualty to swell the total, it has escaped far easier than the other portions. The Nollah, which is part No. 7 Station, overlooked and flooded several houses in the vicinity; in one the result being loss of life. The water from the over-charged nullah, assisted by streams from the hillside, rushed with great force into the back of the house No. 418, Queen's Road West, and quickly flooded the ground floor. A number of persons were sleeping on the floor and all managed to escape except two, an old man and a boy of about fifteen years of age, who were killed.

In the first place a number of houses are in course of construction and one of these, which had just been completed, was occupied by a number of persons. One of the persons who was killed was a young man named John, who was working on the roof of the house. The water from the nullah rushed into the house and flooded the ground floor. A number of persons were sleeping on the floor and all managed to escape except two, an old man and a boy of about fifteen years of age, who were killed.

Mr. W. St. John H. Hancock, C.E., Architect and Surveyor, sends us the following note:—It may be of interest to your readers to have a brief account of the damage done to the Nollah, which has overtaken the colony. The total rain fall from 7 a.m. on Wednesday to 7 a.m. on Thursday amounted to 24 inches; the average for the whole month for the past year being 114 inches. The Nollah is a reservoir which is situated on the hillside, and it is used for the purpose of supplying water to the town. The water from the nullah rushed into the house and flooded the ground floor. A number of persons were sleeping on the floor and all managed to escape except two, an old man and a boy of about fifteen years of age, who were killed.

Unfortunately what we gave as a rumour previously has proved too true. The Nollah, which is a reservoir which is situated on the hillside, and it is used for the purpose of supplying water to the town. The water from the nullah rushed into the house and flooded the ground floor. A number of persons were sleeping on the floor and all managed to escape except two, an old man and a boy of about fifteen years of age, who were killed.

Two more deaths have been added to the number already reported. From the ruins of the house in First Street, which fell down early on Thursday morning, another man was killed. The man was named John, and he was working on the roof of the house. The water from the nullah rushed into the house and flooded the ground floor. A number of persons were sleeping on the floor and all managed to escape except two, an old man and a boy of about fifteen years of age, who were killed.

At 5 p.m. on Tuesday, the 28th, a heavy rain fell with thunder and lightning set in at Canton, and lasted for about an hour, flooding the streets of the Western Suburb. After the rain subsided, the water remained in the streets, and the water from the nullah rushed into the house and flooded the ground floor. A number of persons were sleeping on the floor and all managed to escape except two, an old man and a boy of about fifteen years of age, who were killed.

COAST SURVEY IN CHINA.

The following letter has been handed to us for publication by the Secretary of the Chamber of Commerce:
Hydrographic Department,
Admiralty, S. W.
18th April, 1880.
Sir, I have been informed by Commander W. M. B. N. J. de B. M. S. Ransley, that the Chamber of Commerce of Hongkong has most generously provided a sum of money to be devoted to rewards for fishermen who may give information leading to the discovery and capturing of the pirate ship, which will do us an incalculable amount of good to all concerned.

DEAINAGE AT THE PEAK.

The following reply has been given to the petition in relation to the Government on the 14th May:—
Colonial Secretary's Office,
Hongkong, 18th May, 1889.
Sir, I have the honor, by direction of the Governor, to acknowledge the receipt of your letter of the 14th instant respecting the unsatisfactory state of the new drainage at the Peak, and to state that the matter is receiving His Excellency's most anxious consideration.

FOOCHOW GENERAL CHAMBER OF COMMERCE.

The following is the annual report of the Committee for the year 1888-89:
In submitting their report for the past year to the members of the Chamber, the Committee have to deplore the steady decline which is taking place in the trade of the port. The trade of the port has declined for the past two years to the extent of over twenty per cent. The Committee have endeavored to ascertain the cause of this decline, and they find that it is due to the competition of the ports of Shanghai and Canton. The Committee have endeavored to remedy the situation, and they have succeeded in securing a number of new members for the Chamber.

HONGKONG.

A meeting of the Legislative Council was held on the 18th inst., when the Bill for the amendment of the Ordinance relating to the appointment of the members of the Council was discussed. The Bill was passed by a majority of 10 to 8. The Bill provides that the members of the Council shall be appointed by the Governor, and that the Governor shall have the power to remove any member of the Council who is incapable of performing his duties.

JAPAN.

We hear that a telegram has been received by the British Legation in Tokyo, stating that the Japanese Government has decided to send a large number of troops to the Philippines. The troops are to be sent to the Philippines to assist the American Government in the suppression of the Philippine Revolution.

KOBE.

A collision is reported from Japan between the Japanese steamer *Heiwa-maru* and the British steamer *Tajura*, which left Kobe on the 15th inst. The collision took place in the Kuroki Bay, and the result was the destruction of the *Heiwa-maru*.

TONQUIN.

The *Courrier d'Haiphong* publishes the following letter from Yunnan:—Mr. Roeder, Consul for France at Mongtze, arrived at his post on the 30th April. The voyage was uneventful, and the Consul arrived in good health. The Consul will remain in Mongtze for a short time, and then he will return to France.

CHINA.

FOOCHOW.
The Foochow Echo of the 18th May, says:—It is now positively certain that the new tea crop will be a very superior quality, but prices are still at a low level. The tea crop is expected to be a very large one, and it is expected that the prices will rise in the near future.

SHANGHAI.

An extraordinary general meeting of the shareholders of the Yangtze Insurance Association, limited, held at Shanghai on 30th May. The meeting was attended by a large number of shareholders, and the business was transacted in a most satisfactory manner.

TIENTSIN.

18th May.
The railway bridge is proceeding cheerfully, operations on the last four piles of the bridge being completed. The bridge is expected to be completed in the near future, and it is expected that the traffic will be greatly increased.

PEKING.

18th May.
Yesterday at 2:30 p.m. the representatives of the Chinese Government arrived in Peking. The representatives were accompanied by a large number of officials, and they were received with great honors.

NAGASAKI.

There has been a rather big fire at Nagasaki. The fire broke out in the morning of the 8th May, and it spread rapidly, destroying a large number of houses. The fire was caused by a gas leak, and it is expected that the damage will be considerable.

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YOKOHAMA.

The Japan Gazette says:—From ancient times the statement that there was silver in Tamschia island has been handed down, apparently not without foundation. Mr. Kamekura, a Japanese, made an investigation last year, and he found that there was indeed silver in the island. The silver is of a very high quality, and it is expected that the prices will rise in the near future.

KYOTO.

The ceremony of the completion of the frame (mae) of the new temple of the new East Hangan temple came off yesterday. The ceremony was attended by a large number of officials, and it was a most successful one. The temple is expected to be completed in the near future, and it is expected that the traffic will be greatly increased.

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MAIL SUPPLEMENT TO THE HONGKONG PRESS.

HONGKONG, SATURDAY, JUNE 1st, 1889.

THE CHINESE EXTRADITION BILL.

The action of the unofficial members in opposing the Chinese Extradition Bill in the Legislative Council, after the announcement that the clause amending evidence taken in Chinese courts was to be struck out, cannot be considered very wise. To that clause there was no doubt and weighty objections, and to have rejected the Bill on its account, had it been intended that the clause should remain part of the measure, would have been a perfectly justifiable and understandable course. But with that clause removed the Bill in every respect tells in favour of persons whose extradition may be applied for. Not only does it substitute order for disorder in the procedure, but it gives the accused full opportunity of establishing his innocence or throwing doubt on the bona fides of the prosecution. The Bill was opposed by the unofficial members under the impression that they were fighting the battle of the Chinese residents of the colony, whereas really they were doing exactly the opposite. The withdrawal of the objectionable clause came somewhat as a surprise, and possibly caused some confusion in the minds of the hon. members, but if they had given any previous consideration to the Bill they ought to have apprehended the effect of the change before the division stage was reached. That the old extradition law was defective is an undeniable fact, and its operation has been attended by various scandals, such as the detention of men in goal for many months while their case was under consideration, the interference of the Executive with the Magistrate in the conduct of the inquiry, and various other matters. An amendment of the law in the direction of regularity is greatly needed. If extradition is to be a policy, it can be secured not only without any increasing danger to which Chinese residents may be exposed from the machinations of the mandarins, but while actually increasing their safeguards, to oppose the measure seems not only unjustifiable but absurd. Had the object of the Bill been to establish extradition, or, as was the case in the first instance, to facilitate it, it is policy might fairly have formed a subject for difference of opinion, and the opposition would have been recognised as reasonable, but with the removal of clause 16 no one can possibly deny that the Bill effects great and much needed improvements in the existing law.

The real question which was sought to dispose of by the Bill as originally drafted will not be left precisely where it was. It is alleged that numerous criminals take refuge in this colony, and that they use Hongkong as a basis from which to commit depredations on the mainland. So long as they do not offend against the laws of the colony they are practically safe and cannot be interfered with. In law they are liable to extradition, but the process is costly and onerous to the Chinese authorities have given up applying for fugitive criminals. The object of section 16 was to facilitate the giving up of such persons by providing that depositions taken in Chinese courts should be received in evidence in the courts of this colony. This having been struck out, it will be no easier for the Chinese authorities to secure the return of a fugitive taken refuge in this colony than it was before, and the Bill will only be found useful to regulate the procedure when the Chinese in some particular case may apply for rendition notwithstanding the great cost. The matter has not, however, reached the stage of finality, we believe. The Governor spoke of clause 16 of the Bill as an alternative which he did not prefer himself but which had been approved by the Secretary of State. That alternative not having been carried into effect, the Governor will probably again urge the other, to which he gives his preference, but the nature of which has not been publicly disclosed. It is impossible that things can go on as they are.

The Hon. Mr. BRYCE says, "give up rendition altogether," and that is practically what has been done for the coast and adjacent islands. But, having agreed by treaty to give up to China her fugitive criminals, common honesty demands that we should carry out our obligations, and self-interest points in the same direction, for not only do we not want the colony to become the resort of the rascals of Kwangtung, but if we do not carry out our treaty obligations to China how can we claim that China does not carry out her obligations? Of course little real value could be attached to evidence purporting to be taken in Chinese courts, but with the safeguards provided by the Extradition Bill against any respectable resident being given up on a second hand report, and the clause of consent to whom the Hon. J. J. KESWICK referred, "men against whom there is some political charge or men who are wanted because they have come from Penang or Singapore or some other place where the Chinese authorities could not lay charges upon them," being given up, under the provisions of the Bill, rendered exceedingly remote, and the Chinese authorities, if they had tried to use the law against the class would soon have discovered the futility of the attempt. The surrender of criminals who had fled direct to the colony would have been rendered easy, but reputable residents were well protected. The clause has, however, been abandoned, and we cannot promise to regret it, for it does not strike us as by any means the best possible solution of the difficulty. The subject is important enough to warrant the negotiation of a special extradition treaty with China if the object cannot be attained otherwise. Such a treaty might import into the existing agreement such limitations as those which the Governor on Monday said should be included in the Ordinances for the reason that they were intended to be a reason to the policy of readily giving up of criminals who may flee to this colony there can be no two opinions. It is true the barbarous nature of the Chinese criminal code and procedure makes the duty of giving up any man, however abandoned he may be, an exceedingly unpleasant one, but as the Hon. Mr. KESWICK said, "the circumstances of Hongkong, in which we are placed, are entirely different from those which obtain elsewhere," and if those circumstances render it essential that we should not do anything which would tend to weaken the bonds which bind the respectable Chinese residents of the colony, they no less render it essential that we should not allow Hongkong to become a refuge for Chinese criminals or a basis for their depredations in China.

CHINESE EVIDENCE IN CHINESE COURTS.

How little dependence can be placed on any documentary evidence which might be offered by Chinese officials of the guilt of a criminal whose extradition might be sought, our correspondent Mr. W. B. BRYCE has shown pretty conclusively in our issue of Friday last. The manner in which evidence is taken, or rather extorted, in Chinese courts precludes it altogether from acceptance in a British Court of Justice. The *Kwong-pao* of the 23rd inst. reports a case which illustrates sufficiently the utter impracticability of admitting the evidence taken in Chinese courts, and the liberties of persons are tampered with in China. According to our Canton contemporary, two prisoners who had been sent to the Nambai Magistrate from Fatsan for trial on appearing before him denied the charge to which they had pleaded guilty in the first instance before the subordinate magistrate at Fatsan, and when questioned on their reasons for such denial they avowed that the confession had been extorted by torture. Doubtless this is true, and it is a typical case. The mandarins defend the use of torture on the ground that prisoners would never speak the truth without it, but it is also freely employed to compel a confession of guilt from innocent persons. The administration of the law is so entirely corrupt in China, that substantial justice is rarely done, and the longest process almost invariably wins, unless the magistrate happens to be occasionally the case to be a bribe and anxious for fair play. While, however, it is impossible to regard evidence taken in Chinese Courts as of the slightest value, it is most undesirable that this colony should continue to be a refuge for Chinese criminals. We cannot interpose with the Chinese administration of justice, and equally we cannot undertake to decide which persons are criminals and which political offenders, though there are few of the latter in China who are not also pirates by practice. What this Government can do is to refuse to entertain any application for the rendition of any Chinese who is or has been a reputable resident in the colony, and to those "abandoned" residents can justify extradition in the ordinary sense of the term, on the terms carried out with civilized powers, who should be thought of with China, whose code is thoroughly barbarous, whose punishments are revolting and brutal, and whose administration is flagrantly corrupt. At the same time, in self defence, and to the more corner of the colony, as Mr. KESWICK would not refuse to render up refugees who are either known to be bad characters or against whom there is strong presumptive evidence to that effect.

THE PROPOSED CABLE BETWEEN HONGKONG AND SINGAPORE.

The new proposition for a direct cable to connect Singapore and Hongkong made by the Eastern Extension Telegraph Company differs from the previous one by including British North Borneo en route. Without suspecting that such intention existed on the part of the Company, we suggested, in our issue of the 24th inst. last, the desirability of bringing that important territory into the telegraphic scheme, and the proposed Singapore-Hongkong cable without it was no apparent to all who have watched its development, that British North Borneo will soon be well worth the protection it needs, and it certainly ought not to be left much longer out of telegraphic communication with the rest of the world. As to the desirability of having a direct cable, or perhaps, to more correctly state it, to have a dependent cable between Hongkong and Singapore there are not two opinions. Admiral Sir NOWELL SALMON has certainly emphasized the necessity for it by expressing his opinion of the great importance of a second line of communication with Singapore, considering that, "even if the line were cut after a declaration of war, the telegraphic scheme, taking the proposed cable into account, would be of great value to this Colony more than the whole of any subsidy that has ever been asked." This is readily understandable, and it might be added that the work of cutting a cable, if the shore ends be carefully watched, is not by any means an easy matter, and the line might therefore continue workable for some time after it had been cut.

The Committee of the Hongkong Chamber of Commerce do not question either the value or the importance of the projected cable, and they admit that British North Borneo has "now become a factor of very considerable commercial importance," but they maintain that it is the duty of the Imperial Government to complete the effectiveness of these two important coaling stations by connecting them by direct cable. And so it is, but the question remains, will they undertake the work at their own cost. The Authorities at Downing Street argue that the interests of the British taxpayer have also to be considered, and that the colonists, who reap the benefit of greater security to property and trade, and greater facilities of communication, should bear the cost of the cable. It was on this principle that when it was decided to fortify the coaling stations, they were asked to find the funds for constructing the fortifications, the Imperial Government providing the plans and the armament. On the same principle, an annual military contribution is demanded from the colonies able to pay it. This being the case, it is not fairly likely that the Hon. Government will consent to bear the entire cost of subsidizing an independent cable between Singapore and Hongkong. It may be argued that we can get on without it, as the Chinese lines will soon be connected with the Indian telegraph system, and it is not probable that we shall telegraphic with France and China simultaneously. But how far can we depend upon the Chinese lines? Recent resolutions of the manner in which the Chinese lines are worked are not reassuring on that head, and in time of war it is to be feared we should not be able to rely upon the Chinese Telegraph Administration for punctuality and accuracy, both of which are essential in the transmission of a cable which direct cable would impart a feeling of security against surprise—a knowledge the value of which can only be thoroughly realised by the want of it in a moment of peril and suspense. For our part, rather than forego the advantages which this proposed cable would undoubtedly confer, we think it would pay the Colony to give a small subsidy towards its maintenance or vote a grant in aid of the undertaking. A subsidy reaching over twenty years is, must be confessed, rather a burden to undertake, but possibly the Company could be induced to accept one for a shorter term. However that may be, we are convinced that it is alike to the interest of the Imperial Government and of both Colonies, as well as British North Borneo, to carefully

THE CHINESE GOVERNMENT AND RAILWAYS.

The sanction recently given by the Throne to the scheme of railway construction in China, in the opinion of the *Chinese Times*, a shaking among the dry bones. Our Tientsin contemporary has latterly assumed a more optimistic view of progress in China, and is inclined to attach more significance to the Imperial adoption of railways as a necessity for the empire than we are likely to do. We are ready to admit that, as the Tientsin journal says, a railway to Hankow is an immense undertaking, probably involving the laying down of 800 miles of rails, but it will not be built in a day, and ought not to be an enterprise to daunt the people who constructed the Great Canal and the Great Wall. The motives governing the Imperial decision may possibly be mixed, but the maining of them will, we are confident, be found to be the desirability of perfecting or completing their scheme of defence against possible invasion. This is not, it is true, allowed to appear clearly in the Imperial Rescript to the memorial of the Viceroy CHANG CHUN-CHANG, but this was the main ground which Mr. LITTLE ELLIOTT advanced in the construction of railways, and his views received very wide endorsement then in Peking. The following is the Rescript—

"We have received the memorial of the Governor-General and Governor of the various coast provinces upon the question of railways, in which the subject was exhaustively discussed both favourably and adversely, and all further argument upon the matter is unnecessary. We find that the memorial is full of valuable suggestions, and we have decided to adopt the plan of building a railway from Peking to Hankow, and to extend it to the coast. The line from Peking to Hankow is a line of great importance, and we have decided to build it. The line from Hankow to the coast is a line of less importance, and we have decided to build it. The line from the coast to the south is a line of still less importance, and we have decided to build it. The line from the south to the west is a line of still less importance, and we have decided to build it. The line from the west to the north is a line of still less importance, and we have decided to build it. 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